

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application.

Listing of Claims:

1. (Previously Presented) An SCR system for treating combustion exhaust gas containing NO_x and particulates, comprising an oxidation catalyst effective to convert at least a portion of NO in said NO_x to NO₂ thereby enhancing NO₂ content of the exhaust gas, a particulate trap, wherein said particulate trap is located downstream of said oxidation catalyst, a source of reductant fluid, wherein said reductant fluid is NH₃ or urea, an injection means for said reductant fluid located downstream of said particulate trap and an SCR catalyst, wherein said SCR catalyst is located downstream of said injection means.

2. (Previously Presented) An SCR system according to claim 1, wherein the reductant fluid is NH₃.

3. (Previously Presented) An SCR system according to claim 1, wherein the oxidation catalyst is a platinum catalyst carried on a through-flow honeycomb support.

4. (Previously Presented) An SCR system according to claim 1, wherein the particulate filter is a wall-flow filter.

5. (Previously Presented) An SCR system according to claim 1, further comprising means to cool gases upstream of the SCR catalyst.

6. (Previously Presented) An SCR system according to claim 5, further comprising control means such that said means to cool gases is activated only when a high SCR catalyst temperature is detected or conditions are determined that are expected to lead to high catalyst temperatures.

7. (Previously Presented) A diesel engine provided with an SCR system for treating combustion exhaust gas containing NO_x and particulates, said SCR system comprising an oxidation catalyst effective to convert at least a portion of NO in said NO_x to NO_2 thereby enhancing NO_2 content of the exhaust gas, a particulate trap, wherein said particulate trap is located downstream of said oxidation catalyst, a source of reductant fluid, wherein said reductant fluid is NH_3 or urea, an injection means for said reductant fluid located downstream of said particulate trap and an SCR catalyst, wherein said SCR catalyst is located downstream of said injection means.

8. (Previously Presented) A diesel engine according to claim 7, wherein the volume of the SCR system is reduced and the diesel engine is light duty.

9-12. (Cancelled)

13. (Previously Presented) An SCR system according to claim 1, wherein the reductant fluid is urea.

14. (New) An SCR system according to claim 1, wherein the SCR catalyst comprises a $\text{V}_2\text{O}_5/\text{WO}_3/\text{TiO}_2$ catalyst, supported on a through-flow honeycomb support.

15. (New) A diesel engine according to claim 7, wherein the SCR catalyst comprises a $\text{V}_2\text{O}_5/\text{WO}_3/\text{TiO}_2$ catalyst, supported on a through-flow honeycomb support.